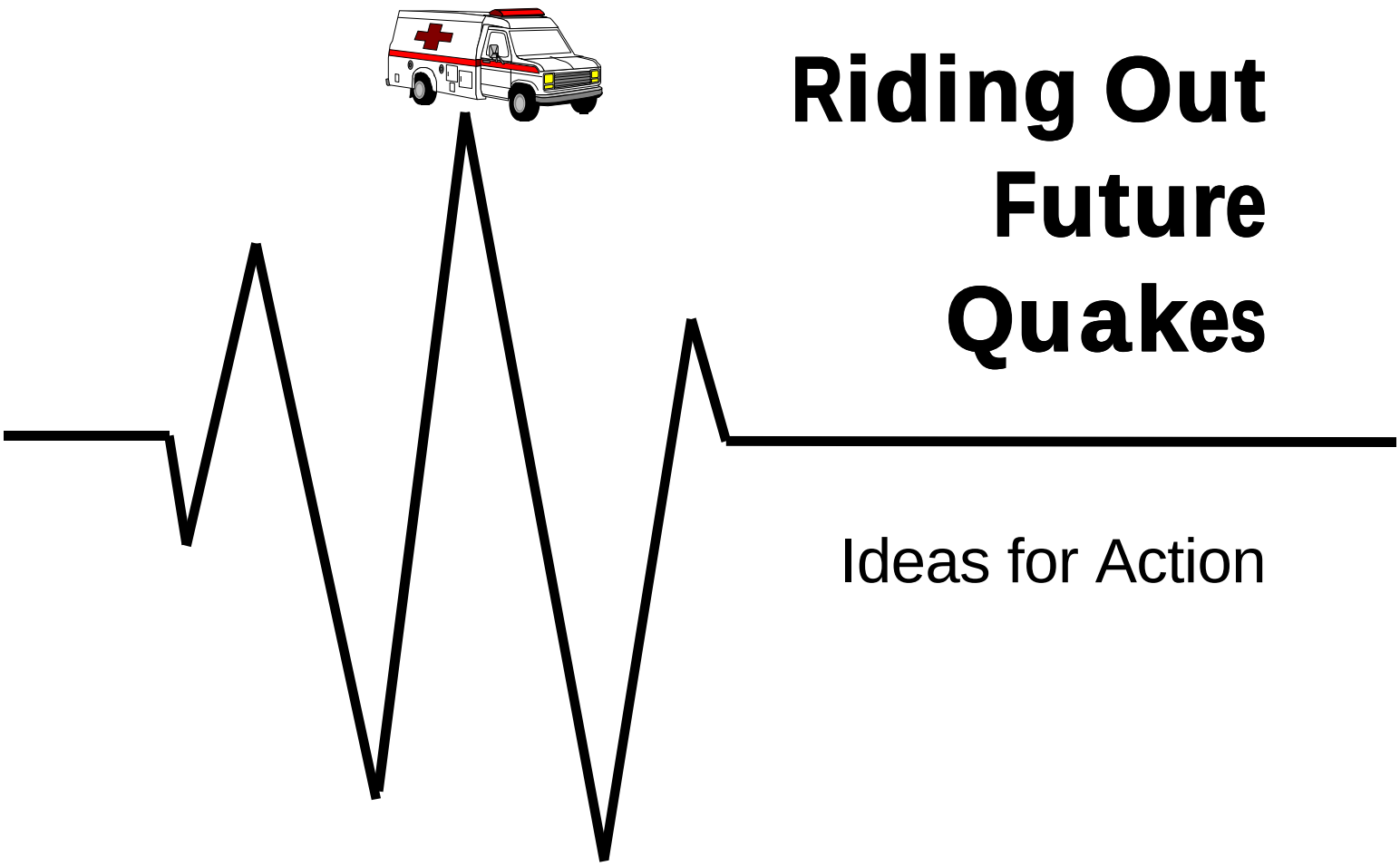

Riding Out Future Quakes

Ideas for Action

Improving Planning of Transportation Providers, Governments, Utilities and Businesses for Post-Earthquake Transportation Disruptions in the San Francisco Bay Region

Proceedings of Five Subregional Workshops in October and November 1998

MARCH 1999

ASSOCIATION OF BAY AREA GOVERNMENTS

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BACKGROUND AND OBJECTIVES ...

This report builds on a major report on the vulnerability of the region's transportation system to earthquakes published by ABAG (***Riding Out Future Quakes***, October 1997, Perkins and others).

The ***Riding Out Future Quakes*** project was initiated by ABAG and Caltrans following the Northridge and Loma Prieta earthquakes for two principal reasons.

1. We are concerned about transportation problems immediately after earthquakes because emergency responders need to use transportation systems.

2. We now have an increased understanding of the role that transportation system disruptions can have on a region's economy for months, if not years.

As a second step in the planning process, ABAG held a series of five subregional workshops discussing hypothetical road and rail closures resulting from selected scenario earthquakes in October and November 1998. "Tabletop" disaster drills and extensive discussion led to identification of the major issues, interagency dependencies, and areas of potential conflict likely to face transportation providers, governments, utilities and businesses as they struggle to address the transportation impacts after a large earthquake.

Although this report is the <u>Proceedings</u> of those workshops, we hope that it will serve to inspire innovative planning for minimizing transportation disruption following future earthquakes on the part of both workshop participants and others.

The current seismic retrofit program of Caltrans currently focuses on the retrofit of bridges and highway structures to prevent collapse. These structures have been retrofitted to minimize the likelihood of collapse and to prevent fatalities and injuries, but may still be closed for a period of time for repair of any damages.

The Loma Prieta and Northridge earthquakes served notice that we need to identify what is likely to be the surviving portion of our transportation system. Since Northridge, Caltrans has been working on adopting a system of lifeline routes that would facilitate movement between major staging areas and impacted areas following major earthquakes. For example, the Stockton and Tracy areas may serve as such staging areas for getting emergency supplies into an impacted San Francisco Bay region. In such a case, I-580 becomes critical. The results of this effort can also serve as analysis or programming tools for identifying future improvement needs for highway structures.

In the Bay Area, Caltrans, the Metropolitan Transportation Commission (MTC) and the county congestion management agencies (CMAs) continue to work cooperatively to identify routes that are critical for life safety and emergency response, to examine routes that serve major roles in the economic recovery of the Bay Area, and to evaluate performance level needs for these routes and their structures.

At the same time, MTC is continuing to lead the effort to develop an integrated Trans Response Plan (TRP) for earthquakes which encompasses all modes of available transportation. This effort coordinates the activities of MTC, Caltrans, State and local Offices of Emergency Services, and transportation providers.